

2.13 PUBLIC SERVICES

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporation</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
PUBLIC SERVICES—Would the proposed project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SETTING

PROPOSED PROJECT

Fire Protection

The San Francisco Fire Department (SFFD) provides fire protection services for the City and County of San Francisco. SFFD employs approximately 350 firefighting and emergency medical field personnel daily, assigned to 42 fire stations located throughout San Francisco (excluding San Francisco International Airport). Its forces include 42 engine companies, 18 truck companies, 18 ambulances, two rescue squads, two fireboats, and specialized units such as a cliff rescue unit and a hazardous waste unit (SFFD, 2004). The SFFD is a member of the California State Mutual Aid Agreement.¹ The SFFD also provides emergency medical services in San Francisco, including ambulance service.

The following six fire stations respond to emergencies in the project vicinity, the first two of which are located within 0.5 mile of the project area, as shown in Figure 2.13-1:

- Station No. 25, located at 3305 Third Street
- Station No. 9, located at 2245 Jerrold Avenue

¹ The California State Mutual Aid Agreement is a voluntary agreement that allows SFFD to respond to emergency calls in other jurisdictions and vice versa, if requested and available.

- Station No. 37, located at 798 Wisconsin Street
- Station No. 17, located at 1295 Shafter Street

Police Protection

The San Francisco Police Department (SFPD) provides police protection services in the City and County of San Francisco, including the project area. Police Department personnel are assigned to the Office of the Chief and five bureaus: Field Operations, Investigations, Technical Services, Airport, and Administration. Patrol functions are performed by the police officers of the Field Operations Bureau from nine District stations (SFPD, 2004).

The proposed project would be located within the jurisdiction of the Bayview Police District, which is served by the Bayview Police Station located at 201 Williams Avenue in Bayview. The Bayview Police District covers one of the largest areas and includes the southeastern part of the city, extending along the eastern edge of McLaren Park (Cambridge Street) to the Bay and south from Channel Street to the San Mateo County line (SFPD, 2004).

Schools

Public education in the City and County of San Francisco is provided primarily by the San Francisco Unified School District (SFUSD), which serves a student population of approximately 57,800 in over 160 pre-school, elementary, middle, and high schools (SFUSD, 2004). In addition, another estimated 25,460 students attend over 95 private schools located throughout San Francisco. Two schools are located within 1/4 mile of the project area: Malcolm X Academy Elementary School located at 350 Harbor Road and Davis Middle School located at 1195 Hudson Street.

Parks and Recreation

See Section 2.14, *Parks and Recreation*, for a discussion of parks and recreation services in the project area.

Other Public Facilities

The proposed cable transmission routes are located in an area that contains various city streets. For a discussion of roads and streets, please see Section 2.15, *Transportation and Traffic*.

ALTERNATIVE 1

Fire Protection

The fire protection project setting for Alternative 1 is the same as under the proposed project.

Police Protection

The police protection project setting for Alternative 1 is the same as under the proposed project.

Schools

The schools project setting for Alternative 1 is the same as under the proposed project.

Other Public Facilities

The proposed cable transmission routes are located in an area that contains various city streets. For a discussion of roads and streets, please see Section 2.15, *Transportation and Traffic*.

ALTERNATIVE 2**Fire Protection**

The fire protection project setting for Alternative 2 is the same as under the proposed project.

Police Protection

The police protection project setting for Alternative 2 is the same as under the proposed project.

Schools

The schools project setting for Alternative 2 is the same as under the proposed project.

Other Public Facilities

The proposed cable transmission routes are located in an area that contains various city streets. For a discussion of roads and streets, please see Section 2.15, *Transportation and Traffic*.

ALTERNATIVE 3**Fire Protection**

The fire protection project setting for Alternative 3 is the same as under the proposed project.

Police Protection

The police protection project setting for Alternative 3 is the same as under the proposed project.

Schools

The schools project setting for Alternative 3 is the same as under the proposed project.

Other Public Facilities

The proposed cable transmission routes are located in an area that contains various city streets. For a discussion of roads and streets, please see Section 2.15, *Transportation and Traffic*.

NO PROJECT ALTERNATIVE

The setting for the No Project Alternative is the same as current conditions since construction of a 2.5 mile cable project would not occur.

REGULATORY CONTEXT

San Francisco's General Plan Community Facilities Element contains specific objectives and policies for attainment of sufficient police, fire, neighborhood facilities, and other public services. Because the project would not result in the need for additional public services (see impacts section, below), none of the policies are applicable to the proposed project.

IMPACTS DISCUSSION OF PUBLIC SERVICES***METHODOLOGY AND SIGNIFICANCE CRITERIA***

The analysis of the potential intensity of impacts to public services was derived from the available public services data for project area. This information was compared with the construction, design and operation criteria of the proposed project and alternatives. To determine the level of significance of the impacts anticipated from the proposed project, the project's effects were evaluated as provided under the revised CEQA guidelines. These guidelines are summarized in the checklist provided at the beginning of this section

PROPOSED PROJECT

No additional government or public services would be required by the project. The San Francisco Fire and Police Departments are sufficiently equipped to handle any emergencies that may occur in the vicinity of the project. The project would neither increase the demand for nor alter the level of local public services required because it would not perceptibly increase local population or housing opportunities.

The PG&E standard manhole cover weighs 350 pounds and discourages most incidences of vandalism. The cover has a provision for bolting the cover to the manhole frame at four locations using a stainless steel pent-head bolt. Typically, this bolting down practice is limited to locations where unauthorized entry to a vault or manhole has occurred or attempts of unauthorized entry are considered likely.

Traffic associated with construction could indirectly affect emergency response times. The route is located approximately 1,300 feet from Fire Station No. 25, and approximately 1,500 feet from Fire Station No. 9. PG&E would coordinate with San Francisco emergency personnel prior to construction to ensure that construction activities and associated lane closures would not significantly affect emergency response vehicles. As a result, potential impacts would be less than significant (see Section 2.15, *Transportation and Traffic*, for additional information on transportation and traffic impacts).

Since project construction would have no growth-inducing impacts (see Section 2.12, *Population and Housing*), it would not create a need for new schools or other public services. Some of the temporary construction workforce would be local, so school enrollment would not be significantly affected. In addition, the volume of workers would be minimal relative to the local population. Therefore, there would be a less than significant impact to schools and public services.

ALTERNATIVE 1

Similar to the proposed project, Alternative 1 would not result in a significant impact to fire, police, and education services in the area. However, similar to the proposed project, construction activities would result in temporary closure or restriction of some parks, including the Bay Trail along Cargo Way. Implementation of Mitigation Measures REC-1 and REC-2 would reduce this impact to a level of insignificance.

ALTERNATIVE 2

Similar to the proposed project, Alternative 2 would not result in a significant impact to fire, police, and education services in the area. However, similar to the proposed project, construction activities would result in temporary closure or restriction of some parks, including the Bay Trail along Cargo Way. Implementation of Mitigation Measures REC-1 and REC-2 would reduce this impact to a level of insignificance.

ALTERNATIVE 3

Similar to the proposed project, Alternative 3 would not result in a significant impact to fire, police, and education services in the area. However, similar to the proposed project, construction activities would result in temporary closure or restriction of some parks, including the Bay Trail along Cargo Way. Implementation of Mitigation Measures REC-1 and REC-2 would reduce this impact to a level of insignificance.

NO PROJECT ALTERNATIVE

The No Project Alternative would avoid all potential impacts to fire, police, and education services associated with the proposed project.

CHECKLIST IMPACT CONCLUSIONS

The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or in the need for new or physically altered governmental facilities.

- a.i) Although there are two fire stations near the project, neither is immediately adjacent to the project route. Emergency services could be required in the event of an accident or emergency during construction or operations; however, these events would be unlikely and

would not necessitate increased levels of service. The project would neither increase the demand for nor alter the level of local public services required because it would not increase the local population or housing opportunities. Traffic could indirectly affect fire department response times. However, PG&E would coordinate with emergency providers prior to construction. As a result, impacts to fire protection services would be less than significant.

- a.ii) There are no police stations in the project area. Emergency services could be required in the event of an accident or emergency during construction or operations; however, these events would be unlikely and would not necessitate increased levels of service. The project would neither increase the demand for nor alter the level of police service required because it would not increase the local population or housing opportunities. As a result, impacts to police services would be less than significant.
- a.iii) The project would not increase the local population or provide additional housing opportunities, and most of the small contractor crews would reside in the Bay Area. As a result, there would be no need for the construction of additional school facilities. While, there are schools within 1/2 mile of the project area, none of the schools is located immediately adjacent to the project area and therefore, would not be affected during project construction.
- a.iv) Because the project would not increase population or permanently close or restrict use of parks, no new parks or public facilities would be needed. Mitigation Measures REC-1 and REC-2 would mitigate impacts related to the temporary closure and/or restriction of parks and recreation facilities, including the Bay Trail.
- a.v) For a discussion of impacts related to road closures, please see Section 2.15, *Transportation and Traffic*. No other public facilities would be impacted by the construction or operation of the project.

REFERENCES – Public Services

Association of Bay Area Governments (ABAG), San Francisco Bay Trail, <http://baytrail.abag.ca.gov/>, accessed June 16, 2004.

San Francisco Police Department (SFPD), http://www.sfgov.org/site/police_index.asp?id=19971, accessed June 16, 2004.

San Francisco Fire Department (SFFD), http://www.ci.sf.ca.us/site/fire_index.asp, accessed June 16, 2004.

San Francisco Recreation and Park Department, http://www.ci.sf.ca.us/site/recpark_index.asp, accessed June 16, 2004.

San Francisco Unified School District (SFUSD), <http://portal.sfusd.edu/template/default.cfm>, accessed June 16, 2004.